

# THE CARGO COURIER

123rd Airlift Wing, Kentucky Air National Guard, Louisville, Ky.

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## 'We're all family'



KyANG photos by Staff Sgt. Dale Greer

ABOVE: Tech. Sgt. Jerry Perkins' home in Mt. Washington was completely destroyed after being hit by a tornado in May. The twisters were the most destructive to hit the Louisville area since 1974.

LEFT: Perkins was able to salvage virtually nothing from the rubble.

## Tornadoes bring Air Guard together

By Staff Sgt. Dale Greer  
Cargo Courier Editor

The 123rd Airlift Wing is pitching in and pulling together after dozens of Guard members took a beating in May's tornado onslaught.

Two Air Guard families lost virtually everything and at least 25 more sustained moderate damage when multiple tornadoes tore through Bullitt and Spencer counties May 28.

The twisters uprooted trees, shattered windows and smashed more than 600 houses in the Louisville area, inflicting the worst storm damage since 1974, when tor-

nadoes killed six and destroyed 914 Jefferson County homes.

No one was killed this time, but several were left homeless, including Staff Sgt. Mary Jo Weisenberger.

Weisenberger, a maintenance support technician in the 123rd Logistics Squadron, was in her basement when the tornado flattened her Pioneer Village home.

"I was walking across the floor when I looked up and saw my bedroom window coming at me," Weisenberger recalled. "Glass and pieces of wood and curtains were flying everywhere."

Despite her own danger, Weisenberger said she was worried most about her 24-

year-old daughter, who had just left in a car with a friend.

"The friend she was with floorboarded the gas, and it's a good thing," Weisenberger said. "They got away from the tornado and laid down in a ditch out on Preston Highway."

Weisenberger's home did not fare nearly as well.

"Her whole kitchen was open, and the roof was totally gone," said Tech. Sgt. Teresa Adams, one of about 15 coworkers who volunteered to help Weisenberger clean up and recover family mementos.

"Both of the walls were gone on the top

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# The Thoroughbred Express is ready to fly anywhere in the world

**B**y the time you read this, all of our folks will be home from Ramstein Air Base, Germany, after a splendid show of support for Operation Joint Endeavor.

Once again, the men and women of the Thoroughbred Express answered the call to support the Total Force in defense of our country's interests.

You showed the world that the Kentucky Air National Guard can be counted on to deploy anytime, anywhere.

To all of you who went and all of you who stayed home in support of the effort, you have my thanks and admiration.

It is because of your dedication that this unit has such an outstanding reputation within the Air Force community.

The year has been a busy one, with an Operational Readiness Inspection, Thunder Over Louisville and Operation Joint Endeavor — and 1996 is only half over.



**Col. Michael L. Harden**  
*123rd Airlift Wing Commander*

While things now will slack off a bit, the tempo will remain relatively high. Our folks will be participating in several demanding

airlift missions, including Global Yankee, Coronet Oak and Silver Flag, in addition to normal flying and ground training events.

This month also marks the retirement of one of the most dedicated guardsmen I have had the pleasure of knowing during my military career.

Col. David Rhodes is leaving us, and he will be sorely missed.

Throughout his tenure, he has epitomized the citizen-airman, whether he was flying the C-131, the C-12 or the C-130, serving in the command post or acting as wing vice commander.

He has displayed the values of duty, honor and country in a quiet, unassuming way.

He could always be counted on to take that trip that no one else wanted, and he never expected anything in return, except to be treated as a valued and loyal member of the 123rd.

Thanks loads, Dave.

You will be missed.

## *Good leaders must possess four traits for success*

All good leaders have certain traits that enable them to build a successful team.

These traits are not merely helpful to success. They are mandatory for building the unit cohesiveness and mutual respect necessary in the military.

- Never rule by fear. It is ineffective and prevents people from reaching their full potential.

- Never lose your temper in public. It indicates a lack of self control and discipline.

Leaders cannot be entrusted with others' lives if they can't con-

trol their tempers.

- Have absolute integrity. It is the cornerstone of leadership. Leaders should never abuse or take advantage of the powers of their office for personal gain or gratification.

- Have zero tolerance for prejudice and sexual harassment. If the Air Force team is going to function and achieve its full potential, leaders must not tolerate this kind of activity.

— *Gen. Ronald R. Fogleman*  
*Air Force Chief of Staff*

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If you have a story idea, photo or article to submit, call or stop by the PA office, located in the Wing Headquarters Building. Deadline for the next issue is July 14.

# Club Room

## Board considers temporary building as possible space for club

By Staff Sgt. Dale Greer  
Cargo Courier Editor



KyANG photo by Staff Sgt. Dale Greer

Darlene Swanner and her husband, Junior Swanner of the 123rd Communications Flight, join Dino Evans and his wife, Kris Evans of the 123rd Logistics Squadron, to sell T-shirts during April's Thunder Over Louisville air show. The sales earned \$1,500 for the Thoroughbred Club building fund, which so far has raised about \$20,000.

The Thoroughbred Club's first home might be a temporary one unless plans are made soon to build a permanent site.

The club so far has raised about \$20,000 to furnish a new facility, but it doesn't have the money to build a club from scratch, said Senior Master Sgt. Mike Mitro, the club's secretary.

Initial plans called for the base to supply a building that would house the club and a proposed snackbar, as well as the credit union and a Morale, Welfare and Recreation center.

But Mitro said a construction date for the facility has not been set, and that means the club could lose more than half the money it has raised so far.

Of the \$20,000 in the club's coffers, Mitro said, \$12,000 came from relocation fees the club received from the airport authority after the base move.

That money, however, must be used within two years of the move, which means the club has less than a year left to spend it.

To prevent the money from slipping away, the club's board of directors is looking at a plan to build an aluminum structure on base that could serve as a temporary club until the permanent site is funded and built, Mitro said.

Meanwhile, fund-raising efforts continue with a membership drive and cookout this weekend.

Anyone who buys a club card tomorrow will be given a meal of pork chops, pasta salad, baked beans and Texas toast. Cards, which can be purchased at the cookout, cost enlisted guardsmen \$10; officers and technicians pay \$20.

The purchase offers three benefits, Mitro said. First, it gains the cardholder entrance to any Air Force officer or NCO club

around the world.

Second, the cardholder is eligible for the club's monthly drawing, which has given away everything from turkeys to hotel and golf packages.

And third, the purchase will benefit everyone by bringing the unit that much closer to building a club, Mitro said.

The old base club closed in 1986, and Mitro said esprit de corps has suffered ever since.

"People on this base don't know each other anymore — not like they used to," he said. "One of the reasons is that the old club closed down.

"The club was a place that people could meet on Saturdays after drill and get to know each other. It got to the point where it was so crowded, you couldn't even get in.

"I even had my wedding reception there. It was just a nice facility, and we want to get back to something like that for the base."

Mitro said fewer than 6 percent of Kentucky Air Guard members have club cards. If that number were at 50 percent, the club could raise an extra \$4,000 each year.

Long-range plans call for the permanent club to be built next to the wing headquarters building.

It would share a patio and outdoor eating area with the dining hall, Mitro said. A sand pit for unit volleyball games has even been proposed.

"Something like that would do a lot for the unit's spirit and camaraderie," Mitro said.

For more information, contact Mitro at extension 633; or the board's president, Master Sgt. Dee Riggle, at extension 435.

# Crisis brings Guard together

Continued from Page 1

level, and insulation galore was all over the place. I can't imagine what she felt when she came upstairs and saw the top of her house missing."

All that remains of Weisenberger's house today is a mailbox and the foundation. Her insurance company bulldozed what was left of the structure last month.

The only bright spot, she said, has been the way fellow Guard members came to help in a time of need.

"We've got a great bunch of people in our unit," Weisenberger said. "I really appreciate the thoughtfulness and kindness of everyone who came over to my house to help clean up."

Tech. Sgt. Jerry Perkins, whose Mt. Washington home also was destroyed by the storm, echoed Weisenberger's feelings.

"I've been getting a lot of support, and it means a lot to me," said Perkins, an assistant

chief of fuel systems for the 123rd Maintenance Squadron. "I can really use the help."

Adams said the desire to aid fellow Guard members is a natural one.

"This is a people-oriented unit," she said. "We're all family, and there are a lot of us who want to help each other out — in good times and bad. When something like this happens, we all pull together and work as a team."

Family Support Group president Tommie Duke said she was pleasantly surprised by the outpouring of goodwill.

The group mailed surveys to unit members last month, seeking donations and volunteers to help the needy.

The response was almost immediate, she said.

"Three or four people called me the day they got the survey, and the calls just kept coming in," Duke said.

"I could not believe the number of



KyANG photo by Staff Sgt. Dale Greer

**More than 600 homes were damaged by the tornadoes in Bullitt and Spencer counties.**



KyANG photo by Staff Sgt. Dale Greer

**All that remains of Staff Sgt. Mary Jo Weisenberger's house is the foundation and the mail box.**

people who wanted to help."

Members volunteered for cleanup crews, helped put a tarp over one person's home and offered to donate light fixtures and plumbing supplies.

Others said they were ready with construction expertise if anyone needed them.

"This shows what kind of unit family we really have," Duke said.

"It's what family support is all about."

Guard members did more than just volunteer their time and support, however.

They also donated \$1,800 to a Credit Union fund that was used to purchase everything from an electric generator to clothing, said Martha Weisenberger, the Credit Union's manager.

That generosity didn't come as a surprise to Maj. Bill Ketterer, the wing's chief of planning.

"It sort of goes with our mission," Ketterer said. "You want to help wherever you can."

*For more information on how to help, contact Tommie Duke at 966-5705.*

# Family scrambled as tornado closed in

By Staff Sgt. Dale Greer  
Cargo Courier Editor

Maj. Johnny Jones and his family saw something in May that most people hope they never encounter — an approaching tornado.

Jones, commander of the 123rd Maintenance Squadron, had been visiting neighbors in Shepherdsville May 28 when the weather took a turn for the worse.

"It started hailing, and my wife made the suggestion that we go on home so we could put the cars in the garage and they wouldn't receive hail damage," he said.

When the family got back to their house, Jones walked out to move his van.

That's he saw something strange on the horizon.

"There was something that was real dark about two or three miles away," Jones recalled.

"It didn't look like a tornado, but we saw a lot of stuff flying in the air. I told my wife it looked like a strong wind was coming."

Jones' wife and son decided to go down to the basement because of the weather.

But when Jones looked at the horizon again, what he saw added a hefty dose of urgency to the plan.

He could now tell the approaching cloud was, in fact, a tornado.

"We were all still in the yard when we saw it coming at us," he said.

"That was a very scary feeling, to say the least. I said the heck with van and yelled, 'Tornado!'

"My wife and my son took off running and yelled for my daughter, who was studying upstairs.

"By the time I got downstairs, the tornado was right on top of us. You could hear all kinds of grinding noises as the drywall cracked throughout the house. The big scare, of course, was when stuff started coming through the windows.

"I've got a great room in the front of the house, and one wall is all windows, except for a fireplace.

"Pieces of neighbors' roofs, lumber, nails — everything — was coming through those windows."

One piece of lumber came in with such force, it went through two panes of glass, a solid wood end table and the carpet before jamming in the ceiling and passing into the floor upstairs.

The tornado's rumble, which Jones said resembled that of a freight train, soon died down. But the family's experience hadn't ended just yet.

"We heard the tornado go by, and then it got kind of quiet. Then about five seconds later, we could hear another tornado approach and go by," Jones said.

Miraculously, the home escaped major structural damage, although there were indications that the roof lifted up at one point before dropping back down.

Several of the joists were separated at the apex where they join

together.

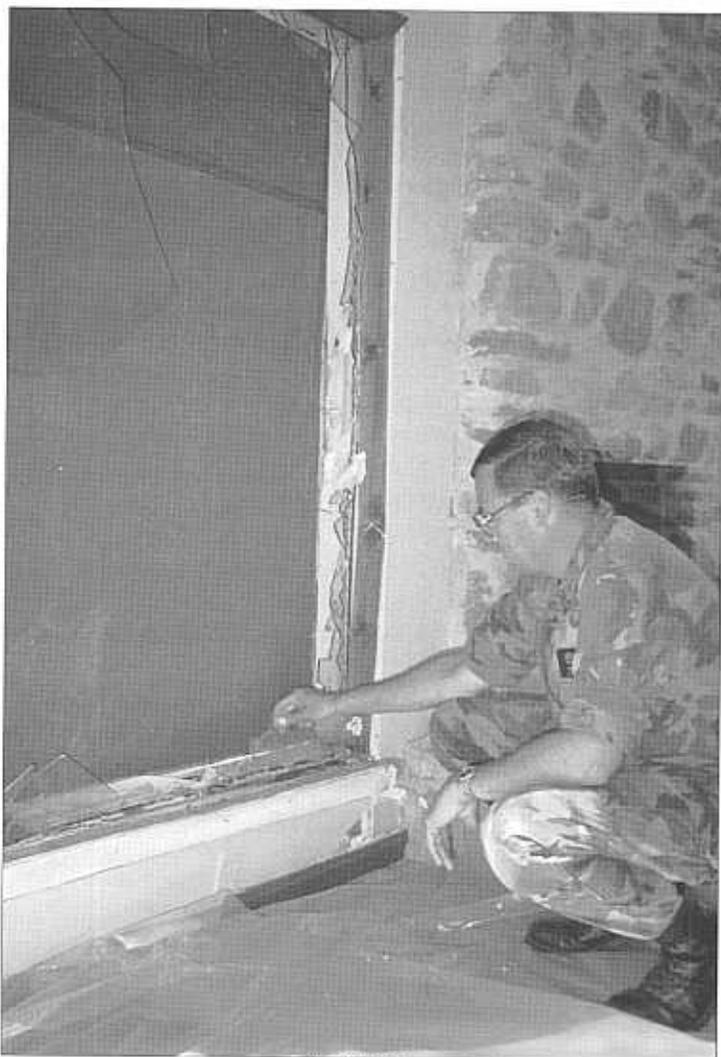
Many of Jones' neighbors were not as lucky. Dozens of homes in his neighborhood suffered extensive damage, and several were completely destroyed.

Jones said he's just thankful no one was seriously hurt.

"If we had stayed at my neighbor's house, we never would have known about the tornado until it was on top of us, and my daughter would have been home by herself upstairs.

"Who knows what could have happened. She could have heard the noise from the tornado and run through the great room to get to the basement.

"The man upstairs was looking out for us. That's all I can say."



KyANG photo by Staff Sgt. Dale Greer

**Maj. Johnny Jones inspects windows shattered by twin tornadoes that blew by his Shepherdsville home. Jones said it sounded like two freight trains whistled through his house.**

# Rhodes retires as wing vice commander

By Staff Sgt. Dale Greer  
Cargo Courier Editor

The 123rd Airlift Wing lost a "dedicated guardsman" earlier this month when Col. David Rhodes retired as wing vice commander.

That's how Col. Michael Harden, wing commander, described the man he has known personally and professionally for more than 20 years.

"Dedication, initiative and sense of duty are what Col. Rhodes is all about," Harden said.

"He's the kind of guy who would do anything necessary when the Guard needs him."

Rhodes, who began his military career as an airman basic and later saw two tours of duty in Vietnam, described his experiences as "one hell of a good time."

"The military has enabled me to travel to more exotic places than I normally would have been able to," he said. "I've never had a bad assignment."

"It also helped me develop personally," Rhodes added.

The 54-year-old Louisville native said he has been able to apply many of the skills he learned in the service to his civilian career, where he serves as director of human resources at Louisville's Baptist East Hospital.

Rhodes enlisted in the Kentucky Air Na-



COL. RHODES

tional Guard in 1960, working as an inventory management specialist for four years. He then left the unit to enroll in the Air Force Reserve Officer Training Corps at the University of Louisville.

He was commissioned a second lieutenant in 1966 and entered undergraduate pilot training at Laughlin Air Force Base, Texas.

After completing B-52 Combat Crew Training School in July 1968, he deployed to Southeast Asia for two tours of flight duty in Thailand and the Republic of

Vietnam.

At the conclusion of his second overseas tour, Rhodes returned to the United States, where he served in a variety of active-duty posts before rejoining the Kentucky Air National Guard in 1977 as disaster preparedness officer.

In 1985, he was named director of operations for KyANG headquarters, where he served for 10 years before assuming the role of wing vice commander.

Rhodes said he has enjoyed every aspect of his military career, and he offered a few words of advice for members of the Kentucky Air Guard, whom he considers to be "better trained and better educated than most."

"Don't lose sight of what it's all about," Rhodes said.

"This is something that 99 percent of the population can't or won't do. And we get paid to do it. It's the best job in the world, but it takes commitment."

Rhodes may soon miss his old job, but don't expect him to be signing up for space-available flights.

"I hate to ride," the command pilot said. "It's just not the same in the back."

*A dinner honoring Col. Rhodes is scheduled tonight at the Galt House West in the Water Poet Room. The reception will begin at 1830, and dinner will follow at 1900. Attire is civilian coat and tie.*

## Promotions in the KyANG



*The following servicemembers have been promoted in the Kentucky Air National Guard and as reservists of the United States Air Force.*

*Congratulations for a job well done.*



### To Airman 1st Class (E-3)

James Richey, 123rd Logistics Sq.

### To Senior Airman (E-4)

James Adams, 123rd Security Police Sq.

Anthony Brashear, 123rd Logistics Sq.

Christopher Jackson, 123rd Maintenance Sq.

Jeremy Meyer, 123rd Security Police Sq.

### To Staff Sgt. (E-5)

Mark Blevins, 165th Weather Flt.

Wilmer Halfhill, 123rd Civil Engineering Sq.  
Michelle Holcomb, 123rd Logistics Sq.

### To Technical Sgt. (E-6)

James Brooking, 123rd Maintenance Sq.  
Steven Harper, 123rd Aircraft Generation Sq.  
Robert Kelly, 123rd Aircraft Generation Sq.

KyANG graphic by Staff Sgt. Dale Greer

## Wing hospital deploying to Ramstein

Members of the 123rd Medical Squadron are leaving today for Ramstein Air Base, Germany, where they will undergo two weeks of medical readiness training.

Some of the 51 guardsmen who are deploying also will augment an air transportable hospital and participate in a mass-casualty exercise.

"This trip will give us the opportunity to work side by side with an active-duty unit," said Col. Charles Bruce, the hospital's commander.

The overseas deployment is one component of the squadron's four-year training cycle, which also includes a stateside deployment and unit support missions, Bruce said.

## NCO disciplined for refusal to give DNA

An Air Force NCO has been convicted of disobeying orders for refusing to provide a DNA sample.

Tech. Sgt. Warren Sinclair, of the 375th Medical Support Squadron at Scott Air Force Base, Ill., was sentenced to 14 days at hard labor and reduced in rank to senior airman. Prosecutors sought a bad-conduct discharge.

Sinclair said the DNA collection violated his constitutional right to protection against unreasonable search and seizure.

# Three factors contributed to CT-43 accident, panel finds

By Master Sgt. Louis Arana-Barradas  
Air Force News Service

WASHINGTON — Three factors contributed to the April crash of an Air Force CT-43 that killed commerce secretary Ron Brown and 34 others, an investigative panel ruled.

The main causes were a failure of command, aircrew error and an improperly designed instrument approach procedure, the Air Force panel said in its report of accident findings.

The aircraft crashed into a mountainside while attempting an instrument approach into the Cilipi airport near Dubrovnik, Croatia.

Among the report's highlights:

- Command failed to comply with governing directives from higher headquarters.

Air Force directives require prior review of instrument landing approach procedures not approved by the Department of Defense.

The airport at Dubrovnik had such an approach procedure, and it had not yet been reviewed by the major command. A waiver to fly non-DoD approaches for airports in Europe prior to review had been requested and had been denied by headquarters, U.S. Air Force.

Although informed that the waiver request had been denied, commanders failed to rescind aircrew authorization to fly the approach.

- The aircrew made errors while planning and executing the flight, which, when combined, were a cause of the mishap.

During mission planning, the crew's review of the Dubrovnik approach failed to determine that it required two automatic direction finders, or ADFs, and that it could not be flown with the single ADF onboard their aircraft.

Additionally, the crew improperly flight planned its route, which added 15 minutes to its flight time.

The pilots rushed their approach and did not properly configure the aircraft for landing before commencing the final segment of the approach.

They crossed the final approach fix flying at 80 knots above final approach speed, and without clearance from the tower.

As a result of the rushed approach, the late configuration and a radio call from a pilot on the ground, the crew was distracted from adequately monitoring the final approach.

The pilots flew a course nine degrees left of the correct course. They also failed to identify the missed approach point and to execute a timely missed approach.

If the crew was unable to see the runway at that point and descend for a landing, they should have executed a missed approach no later than the missed approach point.

Had they accomplished this, they would have turned away from the mountains into a holding pattern and would not have impacted the high terrain, which was more than one nautical mile past the missed approach point.

- The nondirectional beacon, or NDB, approach for Dubrovnik was not properly designed.

This NDB approach did not provide sufficient obstacle clearance in accordance with internationally agreed upon criteria.

In addition to these three causes, the board president found that inadequate theater-specific training was a substantially contributing factor.

Although operational support airlift aircrews in Europe were flying into airfields using non-DoD published instrument approach procedures, commanders did not provide aircrews with adequate theater-specific training on these instrument approach procedures.

In the wake of the board's report, Air Force officials quickly acted to address the problems cited.

The three top officers of the 86th Airlift Wing, where the CT-43 was based, also have been replaced.

# Gen. Ardery recalls World War II, Korea

## First KyANG commander served with Jimmy Stewart

*Editor's note: Harvard-educated lawyer Philip P. Ardery served as a World War II bomber pilot and operations officer before serving as the Kentucky Air National Guard's first commander. The Lexington native recently shared his memories with Tech. Sgt. John Martin, 123rd Airlift Wing historian.*

*In this, the final installment of a three-part series, Ardery recalls his combat and command experiences.*

**QUESTION:** What was your first flying assignment?

**ANSWER:** When I got out of flight school, I told my instructor I'd like to go to the Philippines. That was months before the Pearl Harbor attack. But he made me go up to San Angelo, Texas, as an instructor.

I asked him why he didn't give me what I asked for. He said, "Phil, if I give you a thousand hours under your belt before you go overseas, you may live."

I got out of that training, which is like basic training, and went out to Tucson, Ariz., as an instructor in B-24s.

But I got a helluva lot of training in those B-24s, and it was a godsend to me because I knew the emergency procedures, and I knew a lot about those airplanes that the average pilot didn't know because I buddied around with the air technicians and learned a lot of little tricks that you can do with them.

My old instructor was so right. Of the four squadron commanders who went over in my group, I was the only one of those four who completed a combat tour.

One of them was relieved from command and two of them were shot down. I was the only guy who managed to make it through, and I think a lot of it was attributed to the fact I had an extra thousand hours.

**QUESTION:** Wasn't actor Jimmy Stewart in your wing?

**ANSWER:** He was in my wing, the Second Combat Bomb Wing, during the war.

He was, I guess at the time, a group operations officer, and he was leading a mission. And it was a helluva bad mission.

This was in the winter prior to the June 1944 invasion, and the weather was horrible. I went out several times and got shot up, and we didn't do a good job bombing.

Morale was low because we knew we didn't do a good job. We lost a lot of troops.

Anyhow, the Wing Commander, Gen. Timberlake, sent me as his operations officer to do the pilot's debriefings when they came in. And that day, I met Stewart at his aircraft, and I asked him, "Jim, how'd things go?"

And he said, "Oh, it was a helluva mess. If I run another one as bad as this, they'll arrest me as a German spy."

Stewart went on some hard missions, and he deserved a lot of credit, but he didn't have to do any of it. He could have gotten by without it.

Now, Clark Gable was over there at the same time, and he went on five milk-run missions, got an air medal and quit. But Stewart led some real missions that were really hard missions. I give him great credit.

**QUESTION:** What were your duties as commander of the Kentucky Air National Guard during the Korean War?

**ANSWER:** The unit was called to active duty. There were five wings called at that time. We were the most ready of any of the five.

Four of those wings went to Korea and, luckily, we were supposed to go to France, but the base wasn't ready. So I was given command of Air Base R.A.F. Manston, in England.

The idea was that the Russians might take advantage of our involvement in Korea, through western Europe, and they were looking for any beef-up of the NATO force. And that's why we went to England and the rest of them went to Korea.

**QUESTION:** Do you ever think about flying now?

**ANSWER:** You know, I come out in the yard when an airplane goes over, and I look at it. I'm just fascinated with it. I loved flying.

## Drop shot



KyANG historical archive

Staff Sgt. Roger Schimp employs an unusual method to inoculate Capt. John Bower during medical processing.